



November, December & January 2015/2016

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Rudy Krueger's MGA climbing Mt. Washington.

Holiday Party

Please see page 2 for information on the Holiday Party Sunday December 13th. Make sure to RSVP to Charles soon so he can coordinate with the Restaurant.

From the Editor

'Tis a cold night as I write this, Winston (TD) has been prepped to go into winter storage this week after a robust driving season. Winston saw action on a drive to the Pocono Mountains in PA and a jaunt up to VT for the Old Speckled Hen Tour. As I write this, Rosie (MGB) has her new engine installed and awaits the swap out with Winston...I hope to get an extra couple of weeks of driving to break in that engine before the snow flies.

A touching story about the cover photo of Rudy's MGA on Mt Washington. Rudy always wanted to take the MGA up Mt Washington but never found the time. When he became sick, his sons took the car up the mountain for him and he was able to see the pictures of the trip before he passed away shortly thereafter. He asked that the picture be shared with the Club, as he was understandably proud of his MGA...it is a lovely picture and a wonderful tribute to a wonderful man.





You are Cordially Invited to Attend

**The MG T-Party Holiday Party
Sunday, December 13th**

Jules By the Water

478 Lowell Street
Methuen, MA

(@ the old Jackson's location in Methuen)

12:00 pm – Cocktails (cash bar) and Socializing

1:00 pm – Dinner



**\$33.00 per person (Covers meal, tax, gratuity and facility charges)
(Appetizers, Soup, Salad and Dessert Included)**

Please Select Your Choice of:

- **Steak Tips** Two skewers of tips with mushrooms, tomato & onion w/rice pilaf.
- **New England Baked Haddock** Fresh filet topped with buttery crumbs, cooked with white wine, lemon, served with baked potato.
- **Chicken Parmesan** Boneless breast of chicken, baked in marinara with provolone and mozzarella cheese, served over pasta.
- **Shrimp Scampi** Six Large shrimp cooked in a garlic, white wine, butter sauce. Tossed with fresh spaghetti and topped with grated parmesan cheese and parsley.

Join good friends for an afternoon of fine food and lively conversation. We will be collecting new, unwrapped toys to be donated to St. Ann's Home. For Marguerite's Place paper goods, health and beauty supplies and diapers (larger sizes) and wipes are always appreciated. We hope that you will make a special effort to attend. This is our biggest event of the year and it's a great time to take that one last MG drive if you're brave. **Please RSVP** by sending the form, below, to Charles Dyer at the address indicated. We need to receive your response **by December 1st** so we can confirm the numbers and your meal selections with the restaurant 7 days in advance of the event.

Please sign us up:

Name: _____

Phone: _____

Email: _____

Please indicate how many of each meal selection you require:

___ Steak Tips ___ Baked Haddock ___ Chicken Parm. ___ Shrimp

**Make Checks Payable to "The MG T-Party" and Return Form by Dec. 1st to:
Charles Dyer, 329 Essex Street, Hamilton, MA 01982 (Telephone: 978-468-0156)**

Chairman's Cable



Our Serendipitous Hold on the Past

A few years back (and several years after my elderly aunt who had lived upstairs passed away) my family finally sold my grandparents house, a two-family in Watertown, built in 1925 and owned since the late 1930's. As we were cleaning out the basement workshop, last used many decades ago by my grandfather (who himself died in 1968 when I was just a year old), some of his old hand tools were up for grabs, obsolete items even my father never had a need or use for.

My grandfather had been a shop foreman, machinist and mechanic in the shoe factories. One item in particular caught my eye. It is what appears to a modern eye to be an antique brazier's torch of some kind, although no one (including my dad) could verify that use, nor figure out how one would fill it with fuel or make it work. It now sits in a place of honor in a bookcase in my house along with a pair of antique wind-proof kerosene railroad lanterns my grandfather bought sometime



after the Great hurricane of 1938 (or so the story goes).

Several years later I came across a cropped print image (below) of a well-loved pre-war MG (a red L Magna by the looks of it) undergoing some "traditional" body work (i.e., lead work) repairing a damaged fuel tank. In the foreground of the image, there it was—a hand-held torch that looked exactly like my grandfather's. No one, least of all my dear wife, ever understood why I had such a keen interest in old British cars—and certainly never understood why, 10-years ago, in 2005 I bought my MG TC—then a 57-year-old vehicle when I was a comparatively spritely 38-year-old young man. What was the attraction?



Finding that MG print, whether mere serendipity or a pre-destined stroke of a cosmic plan like a flash of lightning thundering across space and time, confirmed in an instant my previously inexplicable but curiously strong connection to these two objects—a simple but well-made hand torch and a beautiful MG machine. Two objects juxtaposed in time, in a way I know my grandfather would have understood immediately, my attraction for each. One, a fine piece of English motoring machinery, hand built by craftsmen, and lovingly cared for ever since, having been looked after for more than 67 years since leaving that humble factory in Abingdon-on-Thames. The other, a sturdy hand made tool fit for a purpose. Both well used.



Our hands touch the still living past each time we put a finger to lightly grip the steering wheel of our sporting T-Series MG's. Just as I once again held to hand, that little wooden-handled torch, once held I am sure by my grandfather's strong hand. Rescued from decades of oblivion in a dark and forgotten basement workshop. We touch the past and carry a bit of it forward with us as we go. Each mile enjoyed behind the wheel of TC 6977 propels not only me (as a modern-day TC pilot), but also a piece of our collective history as a motoring society forward in time.

The advent of the coming age of autonomous self-driving cars, with their expected ubiquitous pod-like bland design—I mean really, who wants to "drive" an iPhone—simultaneously frightens and saddens me. How boring a future—and how tremendous a loss for our ever-dreaming, open air breathing, and adventure seeking collective human soul. We Americans, so I thought, were a proud, independent, motor-loving community who share a cherished love for the great open road. I'll keep my archaic TC thank you. As the famous saying goes *"Drive 'em 'til the roads wear out!"*



It turns out that the lovely image of the skilled craftsman making the tinning repair to the MG fuel tank using that antique brazier's torch, was (in its original full form) a piece of cover art for a periodical hobby journal from England from February 1955 that went by the name of *Practical Motorist and Motor Cyclist*:



A search on the editor's name turned up the following historical information. Frederick James Camm (6 October 1895 – 18 February 1959) was an English technical author and magazine editor. 'FJ' Camm was born in Windsor, England, the second child of twelve. His older brother, Sydney Camm, was an accomplished aircraft designer.

FJ shared with his brother an early interest in building model aeroplanes. He moved to London in 1918 and took a position as a technical editor for Benn Brothers in aviation and engineering. From there he worked for Pitmans Publishers and moved eventually to George Newnes. It was there that he was to produce the Hobbies journals.



In 1932, his supplement to Practical Wireless was launched as an independent title with 'FJ' as editor. Thus began a highly productive period: he went on to write or edit over a hundred technical books in such fields as radio; television; aviation and automotive engineering.

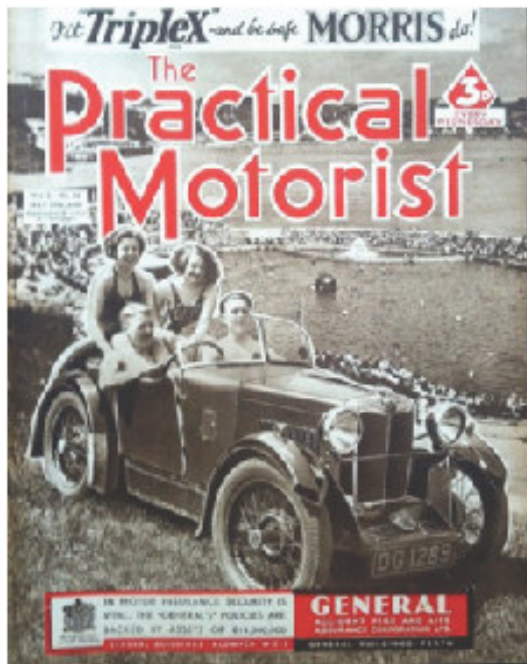
He is best known, however, for his creation and stewardship of the Practical series of magazines for George Newnes. These were also known as Camm's Comics and included: **Practical Engineering**, **Practical Mechanics**, and **Practical Motorist**.



A June 1957 issue (above) included practical material on "Methods of Ignition Timing."

Here, a March 1955 issue, included "Tips for adjusting the regulator":





M-Type Midget with pre-war ladies in bathing suits by the ocean, looks like fun, doesn't it?

And how about this charming cover art (even if it's a lowly TR):



I'd also like to update everyone with the details for this year's Holiday Party. While I tried to make some preliminary inquiries and site visits for a possible new restaurant location, because of high room rental fees or other price barriers, I did not find a new venue that offered as much value as our "old" home in Methuen. But, the location is well known and convenient, and the food has been excellent.

So, please make plans to join us on **December 13th** this year for our biggest and best attended event of the year, our annual **MG T-Party Holiday Party**. To make things easy, we will be returning to **Jules by the Water in Methuen,**

MA located at 478 Lowell Street (the location of the old Jackson's Restaurant) where we will once again have the newly renovated upstairs room overlooking the Merrimac River. Visit their website: <http://julesbythewater.com/>

This year to improve the flow of the event and for everyone's convenience and sanity, we will have a private bar service in our upstairs dining room—no more 20-minute long lines downstairs at the bar to get a simple glass of wine! Please see the event flyer for all the details and do RSVP with your meal selection and payment by the suggested deadline. We look forward to seeing you all there.

—Charles



RUDY KRUEGER



The MG community lost an enthusiastic and dear friend on August 18, 2015. Rudy Krueger passed away at his home in Wolfeboro, NH, with wife Barbara, sons Eric, Kurt, Karl, daughter Janet and his twelve grandchildren at his side. He is also survived by his three brothers: Kurt, Richard and Dennis.

Rudy was a man of many talents, his restorations of his 50 MG TD and his MGA were a testament of his desire to achieve perfection in everything he touched. He was an accomplished photographer with many award winning photographs at State Fairs, GOF Photo Contest and with his local photography club. Rudy also loved to be photographed, he was proud of his trademark handlebar mustache and his blue eyes and smile. He was a master woodworker, machinist, electrical engineer and could virtually repair just about everything from carburetors, fuel pumps, water pumps, starters and generators.

Rudy was always willing to share his wealth of knowledge to anyone in need and

the first one to volunteer his assistance. It was a privilege for Pauline and I to have shared many vacations with Rudy and Barbara, travelling with them on European River Cruises, GOFs, Concerts and just recently our trip to New Mexico and Colorado. Rudy became a friend the moment you met him. I'm sure many of you have great memories of the times you spent with him.

To say he will be missed doesn't seem to fully express what I feel and I wish I could find adequate words, but upon learning of his passing David Sander the Chairman of the New England T-Register said -and I quote- "The MG community has lost a bright star". Yes he was a bright star, a dear friend and a remarkable human being.

Rudy was proud of having served his country in the US Navy aboard the aircraft carrier USS Lake Champlain; it is fitting that he chose the NH Veterans Cemetery in Boscawen as his final resting place to be in the section reserved for all US Navy veterans. Interment of his cremated remains will be private at the convenience of the family sometime in the fall. The family has chosen the Knudson Churchill Scholarship Trust, 8 Woodston Lane, Palm Coast, FL 32164 for memorial contributions in his honor.

Norm Jambard

Show of Dreams



Held for the 2nd year in Hudson, NH, the BCNH Show of Dreams continues to grow as more cars are attending from nearby MA. As an added bonus this year, the featured marque was the vertical radiator MGs so a good turnout of MMM & T-Series cars was anticipated. Not only did the MGs show up in force, the T-Party were



front and center when the awards were presented!

In the MMM category, all three winners were Club Members, Chris Nolan was 1st with his 33 L2, while Shirley Splaine and Dick Little took 2nd & 3rd with her 33 J2 (Maggie) and



his 37 TA. In the T-Series category, once again all three winners were Club Members, Mary Grover was 1st with her 52 TD, followed by Hal Kramer & Bob Cushman in their TD & TF respectively. "The Best of Marque" award went to Hal Kramer's 52 TD, while Rudy Kruger won 1st in the MGA category.



Well done to all!

Stowe



As all the British iron headed off to Stowe for the 25th anniversary British Invasion, Kim & I were busy unpacking boxes from our recent move...first time we've missed Stowe in a long time...therefore, I can't give you much news, nor do I have many pictures, but that doesn't mean there is nothing to tell! Shirley Splaine finally broke her Stowe jinx and brought home a 2nd place ribbon from the Pre-war/TC group with "Maggie" the 33 J2...well done Shirley!

And in the "perfect day for a married couple award"...Marty Grover won 1st place in the TD group, a prestigious award to be sure, however, not to be outdone by his wife, Elliot Grover won the whole enchilada...Best British Classic on the field! What makes that even more special, both Marty & Elliot drive those "his & hers" T-Series like they just stole them...it's always nice to see cars that get driven often win big time awards.

Congratulations to you both!



Safety  *Fast*

Old Speckled Hen Tour



Oh...it was cold without side curtains! Not at first, the sun was shining and the TD was purring along through the back roads of NH & VT, but then the clouds moved in! No solar heating & no side curtains = COLD! By the time we crested the VT100 pass by Mount Snow, both Kim and I were done with the trip and desperately in need of the welcoming fire at the Kitzhof Inn. Yes, the TD has a heater...our kneecaps



were very warm! A few drinks by the fire with good friends from the BCNH and the cold was soon forgotten. The next day, most headed off to the Man of Kent Pub by circuitous back road routes that showed off the glorious fall colors, however, Kim & I had different plans. First a visit to the Vermont Country Store, which is always fun...and expensive! After cleaning out our wallets, we set off to find the Grafton Inn. Long ago (20+ years) two youngsters spent a wonderful weekend at the romantic Inn, a place we always said we would return to someday...well...it was someday! I thought it would be fun to have



lunch at the Tavern (visited by U.S. Grant, Daniel Webster, Teddy Roosevelt, Woodrow Wilson & Ralph Waldo Emerson to name a few!) and stroll the village...a good plan...EXCEPT...the Grafton inn doesn't serve lunch! How disappointing, we couldn't even have a drink in the Tavern as it was being used for a private function...so much for my nostalgia tour! That night a fine farewell dinner, drinks by the fire and



an early night. The drive home was spectacular with the colors at close to peak in the mountains...and decidedly warmer!!

Canterbury Shaker Village



Just a beautiful fall day for the Canterbury show, the colors around the Village were just at their peak, and the morning was bright & sunny...perfect! I drove down from the north in the TD with the hood up as it was a bit chilly, that is until I pulled in behind Jack & Betty Butler in their TF with the hood down...oh for shame on me! I made sure to rectify that right away. I assure you, the hood was down when I left to go home!



The show is a very low key event, no judging, just folks showing off their cars. It is put on by the NH Mt Region Chapter of the Ford Model A club, so there is a wealth of drop dead gorgeous Model A cars on display. All of the outbuildings are open to tour and the Village restaurant is open with some great food!

Lobster Drive



What an unexpected treat the ride to Badger's Island turned out to be! As Kim & I were still in the middle of our move to the Lakes Region, both the TD & B were tucked away at Historic Motorsports, so we had resigned ourselves to driving the Subaru down to Lobster in the Rough in ME. We checked in with our new neighbors



Marty & Elliot Grover to ask if they'd mind us tagging along in our modern car... "why not ride with us" was their reply. You didn't have to ask us twice! So Kim rode down in the lead with Marty in her lovely TD, while I rode shotgun with Elliot in the TC...with the windshield down, huddled behind the Aero Screens...YAHOO! I can attest that Marty



certainly knows what to do with the go-fast pedal, we weren't holding up any traffic to be sure! It was my first time in a TC and the ride was more comfortable than I had expected...very pleasant indeed.



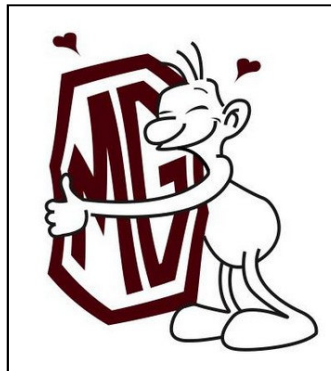
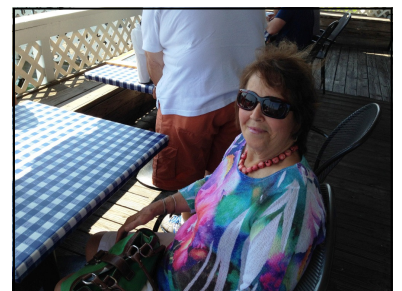
We had a good crowd at the venue which is a very nice lobster pound, on Badger's Island...directly across from

all the restaurant decks along Bow Street in Portsmouth; as such, it has a fine view of Portsmouth Harbor. The setting alone is worth the drive, not to mention the food, which is great...how can you go wrong with lobsters & cold beer?!

The ride home was equally as enjoyable, made more so as we took NH107, a very windy road, recently paved... just made for



T-Series. After we got home, Kim remarked to me that Marty's car "didn't rattle as much as ours"...to which I remarked, "well, let me take out \$10,000 from the 401K and ours will be just as nice & tight". She didn't answer...but she didn't say no! As always, hope springs eternal.



The Ales of the United Kingdom

“Give my people beer, good beer & cheap beer, and you will have no revolution among them”

Queen Victoria

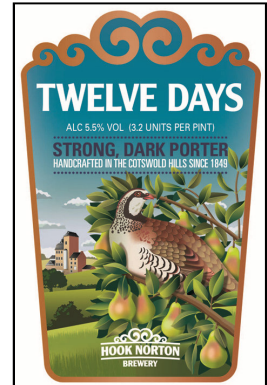


Hook Norton

Brewery Lane

Hook Norton

Oxon



Twelve Days Porter

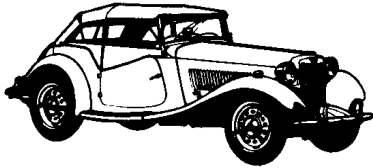
Sitting in its beautiful, mellow Cotswold Hills landscape, Hook Norton is a proudly independent and passionate family business that takes the very best of its handcrafted brewing heritage and combines it with a thoroughly modern approach, to create a range of real ales for today's drinkers to enjoy. Hook Norton is one of only 32 family owned breweries and is the finest example of a Victorian Tower Brewery in the country.

Hook Norton real ales are made with four natural ingredients, malted barley, hops, yeast and spring water. Although these ingredients are very simple, in the hands of our skilled Head Brewer, James Clarke, they come together to produce colors, aromas and tastes that make our quality real ale and beers among the most popular in the country. Hook Norton's range of draught beers are known as real ale or cask conditioned, which means they are living, breathing beers that undergo a natural secondary fermentation and mature in the container from which it is served in a pub. Many of our beers are also available in bottle conditioned form, where the beer undergoes its secondary fermentation in the bottle instead of the cask. Most importantly, there are absolutely no additives or E numbers to make it last longer or preserve flavour. Our beer is naturally good. Still stirred by hand, 365 days a year! Naturally, the brewery is mechanized where it needs to be but in many parts, brewing is still very much a hand-driven process at Hooky. Our yeast is definitely in need of the personal touch and so when it is added it is gently stirred and nurtured by hand. As the beer then takes its journey through the brewery it is also skimmed by hand. Finally every cask that we use is inspected by hand before it is filled. And we still deliver by Shire horse to the local pubs!

Twelve Days Porter is a strong dark brown beer, offering a dominantly malty palate with nutty overtones, giving way to a lyrical sweetness that speaks for its strength. In the words of Managing Director & Head Brewer James Clarke, “liquid Christmas pudding!

Source: <https://www.hooky.co.uk/>

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Positions Available

The Club is actively seeking Members to fill the following positions:

Historian

Contact Alex Gottfried
alex_gottfried@msn.com

Activities

Contact Steve Neal
skyhook114@comcast.net

T-Party Key Personnel

Charles Dyer, Chairman

329 Essex Street
Hamilton, MA 01982
(978) 468-0156

dyer-charles@comcast.net

Alex Gottfried, Vice Chairman

6 Larnis Rd
Framingham, MA 01701-3419
978-764-4702

alex_gottfried@msn.com

Activities

Position Open

Judy Krongelb, Treasurer

55 Parker St
Acton, MA 01720
(978) 263-2519

kronwasser@yahoo.com

Historian

Position Open

Maryellen & Rick Pelletier, Membership

22 Walton Road
Plaistow, NH 03865
603-819-6418

mpelletier23@myfairpoint.net

Chris Nowlan, Technical Advisor

7 Melendy Hollow
Amherst, NH 03031
603-673-0939

nowlanc@comcast.net

Rick Smith, Technical Advisor

312 High Street
Dedham, MA 02026
(781) 326-9055

(603) 253-6524 weekends

tech_guy1@mgtparty.org

Betty Butler, Regalia

153 Jamestown Road
Belmont, NH 03220
(603) 524-2543

bjbutler@metrocast.net

Bob Dougherty, Editor

28 LedgeWood Drive
Strafford, NH 03884
603-948-2078

editor@mgtparty.org

Web Site

Position Open

T-Party Classifieds

T Party Regalia

There are jackets, shirts, car badges, cloth pins and now pens available for purchase. That MG fan in the family might just fancy something from our collection.

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Shirts with pockets.....	\$28.35
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Car Badges.....	\$30.00
Hats, Navy bill w/teal upper, MG T-Party (lettering in white).....	\$9.50
Pins.....	\$2.50
Cloth Patches.....	\$1.50
License Plate Frames.....	\$1.00
Pens.....	\$.50

Add **\$5.00** per jacket/shirt for shipping & handling. Other items will be billed actual postage.

Contact Betty Butler to purchase Regalia.
bjbutler@metrocast.net



YT, 1950, EXU3030, engine XPAG 20438, owned since Nov. 1992, but terminal illness forces sale. Total ground up restoration by British car professionals, incl. Steve Hardy and Rick Smith, Boston, completed 1998. Modifications include front disk brakes, f/r sway bars, electronic ignition, 5 speed transmission, rear end 3.9 ratio, directionals, safety rear lights. Car can be returned to absolute original condition with spares, transmission, springs, brakes, all part of this sale.

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KP Creative stitches is a home based embroidery studio that has digitized the T-Party logo so it can be put on items that are not currently stocked by the T-Party Regalia. Currently we can offer the logo on denim shirts (\$35) & sweatshirts (\$40). kathy@kpcreativestitches.com Special orders accepted
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